(c) the present stage of the proposal for doubling the railway line from Mangalore to Shornur and the amount required for its completion and the probable time of the commencement and completion of the project; and

(d) what are the railway stations in Kerala which do not have even another line in the station for crossing of trains and the period within which this problem would be rectified with details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) The doubling of railway line between Quilon-Trivandrum (65 Kms.) has been sanctioned at an estimated cost of Rs. 81.23 crores. An outlay of Rs. 1,000 has been provided during 1993-94. Time of completion has not been fixed. Pending completion of Kayanakulam-Quilon section which is in progress on priority basis, and completion of land acquisition proceedings between Quilon-Trivandrum.

(b) This will be decided after the estimates of Quilon-Trivandrum are sanctioned.

(c) The survey for doubling of Shoranur-Mangalore has been taken up. Further action will depend on results of the survey and availability of resources in the coming years.

(d) There are 20 flag stations in Kerala with single line. Second line for crossing of trains is provided depending on traffic requirement and justification from time to time.

Performance of South Eastern Railways

1278. SHRI S. AUSTIN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the performance of South Eastern Railway in handling goods traffic and thereby generating revenue has improved considerably as compared to other zones;

(b) if so, the reasons for not performing well in handling goods traffic by other zones;

(c) whether the Union Government propose to develop the rail network and other facilities in South Eastern Railway in view of its economic performance; and

(d) if so, the steps taken in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) All the Railways have lifted goods traffic as per offer from different sectors of economy. Goods loading on South Eastern Railway has been maximum due to heavy demand from the core sectors concentrated on this Railway.

(c) and (d) A number of transport capacity augmentation and development projects involving an investment of more than Rs. 1600 crores are in progress on South Eastern Railway.

Malpractice in Finalising and Awarding Contracts in South Central Railway

1279. DR. YELAMANCHILI SIVAJI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are any complaints against malpractices in finalising and awarding contracts in South Central Railways;

(b) if so, what are the details thereof; and

(c) what steps are being taken to redress the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA): (a) Yes, Sir.

(b) The complaints pertain to different wings of South Central Railway wherein irregularities in processing of tenders, acceptance of high rates, favouratism to contractors, etc. have been alleged.

(c) whenever such complaints are received, investigations are conducted by Railway Vigilance not only to identify the delinquent Railway officials for the misconduct but also to see that there are no loopholes leading to malpractices in the system of finalising and awarding of contracts.

Based on the results of the investigations, appropriate disciplinary action is taken against delinquent Railway officials in consultation with CVC besides taking corrective measures to plug the loopholes, if any.

Disposal of Surplus Land of Railways

1280. SHRI VITHALBHAI M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway is demanding for the market price of the surplus land of Railways in Surendranagar and Jamnagar districts of Gujarat;

(b) whether it is also a fact that princely States of Gujarat have given free land to Railways in Surendranagar and Jamnagar district at that time;